

MINUTES OF THE MEETING

06 January 2000

Projects Reviewed

Convened: 9:00am

Seattle's Best Coffee Westlake Improvements Street Use Permit
Metropolitan Park North Phase III 1220 Howell Street-Street Use Permit
Longfellow Creek Landscaping and Trails
Light Rail Review Panel Concept Design Progress Report
South Lake Union
Radford Court UW Family Housing

Adjourned: 4:00 pm

Commissioners Present

Rick Sundberg
Moe Batra
Ralph Cipriani
Jeff Girvin
Nora Jaso
Jack Mackie
Peter Miller
Cary Moon

Staff Present

Layne Cubell
Kelly Walker
Rebecca Walls

010600.1 Project: **Seattle's Best Coffee Westlake Improvements Street Use Permit**
 Phase: Conceptual
 Presenters: Don Carlson, Carlson Architects
 Steve Nordlund, Carlson Architects
 Susie Plummer, Rouse – Seattle, Inc.
 Marc Roehrle, Carlson Architects
 Kristin Udem, Department of Design Construction and Land Use
 Attendees: Sam Bennett, Daily Journal of Commerce
 Larry Knutson, Seattle Transportation
 Vince Lyons, Department of Design Construction and Land Use
 Jim Sharp, Seattle Coffee Company
 Dianna Slack, Seattle Coffee Company

 Time: 1.0 hr. (SDC Ref. # DC00146)

The Westlake branch of Seattle's Best Coffee is located at the intersection of Pine Street and Fourth Avenue in the Westlake Center Plaza. The existing facility is 870 square feet and the current project proposes to expand it to 1,500 square feet. Details of the design include the addition of a stepped entry that wraps around the corner of Fourth Avenue and Pine Street and is in the public right-of-way; the final approval for the proposed stairs will come from Seattle Transportation. However, the project is also subject to Seattle Design Commission review and approval because of the public/private partnership of the original agreement and the location of the stairs in the public right-of-way. Further, the spirit of the public agreement was to keep the public space at 14,000 square feet.

The team is striving to make the current facility more efficient as the existing tight spaces make circulation difficult. The proposed design is for a crystalline pavilion and the addition of restroom and storage blocks; a rough dark granite tile material is proposed for the blocks. The proposal seeks to revitalize the exterior and to create interior public spaces. The original frame of the building will remain intact. A steel canopy that will wrap the Fourth Avenue and Pine Street sides of the building will provide weather protection. The existing seat ledge that faces Pine Street is a structural member that supports the underground Metro bus station so a portion of it will remain. The team is also considering landscape improvements on the plaza that will create more of an overall atmosphere.

Discussion:

- Mackie:** How does the proposed glass wall meet the sidewalk?
Carlson: The glass will extend to the seat ledge where it currently does.
Miller: Is this a successful location for Seattle's Best Coffee?
Plummer: It's one of the top three.
Miller: It is important to Westlake Center to keep this building active. I am concerned that the design for the north side of the building cuts off the public space.
Carlson: We have added clerestory windows on the interior to make the interior space feel more open.
Miller: The entire structure needs to become a part of the street.
Moon: I am concerned that the expansion makes the resultant plaza open space feel more like a corridor than a place to sit and linger.
Miller: Will all of the "to go" operations be located on the back side of the building?
Carlson: Yes, both outside and inside.
Mackie: Perhaps if the planters were reorganized it would help to maintain the open space after the expansion.

- Nordlund:** The steel framework under the plaza relies on a support system at the existing planter locations.
- Lyons:** The Department of Design Construction and Land Use's (DCLU) primary concern is for the quality of the public open space.
- Sharp:** Are you going to incorporate some hand rails on the stairs?
- Carlson:** We're not sure what the requirements are but we would like the design for any required railing to be minimal.
- Batra:** Who is liable if someone slips and falls?
- Knutson:** It's difficult to get people to notice the stair if it's ankle height. The City is liable for public safety in a public place. However, if approved we would require an indemnity agreement to bring the property owner in to hold the City harmless. This agreement would be with the fee owner of the property not the tenant.
- Girvin:** You've significantly modified the wholeness of the public space and I think it's important that you respect that, as this is one of the most successful public spaces in the city. I also think you should keep the building as transparent as possible and you may want to reconsider the granite blocks; they're visually heavy and will probably be graffiti magnets.
- Moon:** Perhaps we should wait to see the solution for the plaza before we make a final decision on the stairs. Also, I am fond of the seat wall and I'm concerned that a large portion of it is being removed.
- Carlson:** We're only removing about 10 feet of the seat wall and the entry stairs will fill in the gap.
- Cubell:** What is the depth of the canopy and the stairs on the street edge?
- Carlson:** The stairs are two to three feet and the canopy is six feet.
- Sundberg:** I like the corner stairs but share Cary's concern about the removal of the seat wall. The stairs provide an opportunity to enrich the public space. I am more concerned with the space between the planters and the possibility that the restroom and storage blocks will become graffiti walls.
- Miller:** Perhaps you can replace the lost seat wall seating on the blocks. Also, you may want to consider removing the entrances on the south and east sides of the pavilion and instead integrate some seating that can take advantage of good weather.
- Action:** **The Commission appreciates the presentation and makes the following comments and recommendations.**
- **The Commission supports the expansion and street side improvements but will hold off on its approval of the plaza side improvements until a more thoughtful design is evident and the public benefits are made clear;**
 - **urges the team to maintain a sense of wholeness in the public space;**
 - **recommends a high level of transparency for the structure;**
 - **encourages the team to avoid the integration of solid and heavy massing elements such as the restroom and storage "blocks";**
 - **suggests that the team consider how the new corner entry can add more fully to the public space;**
 - **urges the team to replace the seat wall that will be lost on the south side of the building, on the east side; and**
 - **looks forward to seeing the team again with a plaza and street design and material finishes update.**

010600.2 Project: **Metropolitan Park North Phase III
1220 Howell Street-Street Use Permit**

Phase: Conceptual (Paving Plan)

Presenters: Greg Brower, The Berger Partnership
Mark Johnson, Benaroya Capital Company
Steve Johnston, Curtis Beattie & Associates
Marc Nemirow, Benaroya Capital Company
Vince Lyons, Department of Design Construction and Land Use

Time: 1.0 hr. (SDC Ref. # DC00148)

The Metropolitan Park North Phase III project is located in the Denny Triangle Neighborhood of Seattle on Stewart Street between Yale Avenue to the east and an alley to the west and Howell Street to the north. During the course of the evolution of this project, the Denny Triangle Neighborhood Association was in the process of developing their neighborhood plan. The Metropolitan Park North Phase III project team has maintained a dialogue with the Association and kept them informed of their design intentions. The project proposes to deviate from the City standard sidewalk paving patterns and finishes in designated areas around the site. When other projects in the area were previously designed, the existing paving patterns were established. The Metropolitan Park North Phase III project team is making an effort to reinvigorate these existing patterns. They found many design cues in the Metropolitan Park North building tower; the feature paving areas will draw upon colors from the building and the team mimicked the pattern of the rooftop trellis at the corner of Yale and Howell Streets in the sidewalk paving below. The team is using the standard two foot city grid around the building, with the sidewalk areas adjacent to the building entrances on Yale and Stewart Streets integrating a pattern that “rolls out the carpet” from the interior spaces. Also, in an effort to enhance the landscaping around the site, the street trees that surround the site will be replaced in a rhythm that the team recognized on the building skin.

Discussion:

- Girvin:** What is the color of the interior paving material?
- Johnston:** We’re using pre-cast pavers with a sand finish and material additive.
- Mackie:** What considerations has the client given to having an artist come on board to work on the paving patterns and street amenities?
- Nemirow:** We feel that our response has been a creative one.
- Mackie:** What types of trees are you considering for the site?
- Brower:** There are existing Sweet Gum trees on Stewart Street and Red Oak trees on Yale Street.
- Mackie:** The City is providing unique tree grates for specific trees and I believe there is one for the Red Oak. I encourage you to look for them.
- Cubell:** What are your lighting plans?
- Johnston:** We have placed down lights on the underside of the canopies at every bay and we intend to light the sidewalk.
- Girvin:** This project is setting a precedent for the Denny Triangle neighborhood.
- Miller:** This area will be perceived very differently in ten years; it has been perceptually isolated for a long time and whatever you can do to establish connections between Stewart and Howell Streets will greatly humanize the building and the area.
- Action:** **The Commission appreciates the presentation and makes the following comments and recommendations.**
- **The Commission supports the graceful rhythm of trees around the building;**
 - **feels that the extension of the interior pavers onto the sidewalk is not visually**

intrusive; and

- **encourages the use of color on the pavers and hope that with good maintenance and upkeep the color will not soften over time as oxidization occurs.**

Jeff Girvin was a nonvoting member due to his relationship with the presenting landscape architecture firm.

010600.3 Project: **Longfellow Creek Landscaping and Trails**
 Phase: Conceptual
 Previous Review: 18 November 1999 | Millennium Projects Briefing
 Presenter: Colleen Browne, Seattle Public Utilities
 Sono Hashisaki, Springwood Associates Inc.
 Attendees: Jake Cormier, Jones + Jones Architects
 Cheryl Eastberg, Department of Parks and Recreation
 Mialee Jose, Seattle City Light
 Mike Little, Delridge District Council
 Kate Stannard, Delridge Neighborhood Development Association
 Jake Woland, Jones + Jones Architects
 Time: .75 hr. (SDC Ref. # DC00085)

The Delridge Webster trail project is the result of the Delridge Phase II culvert replacement project and represents the entrance to the Delridge community. It is also part of the larger Longfellow Creek Millennium Projects. The Delridge neighborhood community has encouraged new landscaping along the trails as part of the restoration process. The circulation path along the trail has a standard crushed gravel finish and is fully ADA compliant. Additionally, the team is proposing to incorporate information and interpretive kiosks at specific trail-heads that will inform the area and will afford interaction by the community. The team is also hopes to integrate wayfinding signage on the street that would call attention to the trail heads. The project team has presented preliminary schemes at the community meetings and they have secured all of the required permits to move ahead with the project.

Discussion:

- Cubell:** What is the relationship between this project and Yancy Street?
- Browne:** They share a trail component but Yancy Street is an open space rather than just a trail.
- Cubell:** What is the timing of all of the millennium projects?
- Browne:** They will be developed concurrently.
- Walls:** Seattle transportation (Seatran) developed wayfinding kiosks for the downtown Seattle area and you may want to consider working with them on the kiosks for the trail.
- Mackie:** It would be valuable for you to combine your efforts and results with the nearby South West Police Precinct.
- Moon:** Can you discuss the evolution of the kiosk design and whether or not it will be used as a modular component?
- Hashisaki:** This project was a response, in part, to the millennium projects. The trail begins at Webster Street and the kiosks will ultimately mark the upper part of the basin. Because of the intense community involvement on the trails and trailheads, the kiosks will act as a public show piece that will include interpretive information on the entire creek system. They will also provide opportunities for artistic expression. One of the objectives of the neighborhood plan was to tie the creek system in with the community and we hoped that the kiosks would help achieve this objective.
- Moon:** Will the plaza that is shown in your rendering be built along with the kiosk?
- Hashisaki:** Due to lack of funding, it's not likely at this stage.
- Mackie:** The materials and design of the kiosk plaza feel too commercial; you should consider using more natural materials than are appropriate to the environment. I also think it is important to integrate a marker that designates where the creek is located underground.
- Action:** **The Commission appreciates the presentation and makes the following comments and recommendations.**

- **The Commission thanks all of the community members for attending the presentation and applauds them for their efforts to tie the neighborhood together with nature;**
- **feels that the kiosk is an effective two-way communication device and encourages strategic siting;**
- **is concerned about the civic or urban character of the design and materials and would like to see a more appropriate approach;**
- **urges the team to establish a relationship between the kiosk graphics and the City's larger graphics and wayfinding plan;**
- **would like to see a site plan of the kiosks and some greater detail of how they are assembled;**
- **would appreciate an update on the team's on-going efforts and collaboration with the South West Police Precinct; and**
- **suggests that the team look to the architecture school at the University of Washington as a potential design resource.**

010600.4 COMMISSION BUSINESS

- ACTION ITEMS A. TIMESHEETS
- B. MINUTES FROM NOVEMBER 18TH AND DECEMBER 2ND 1999 / WALKER
- ANNOUNCEMENTS C. OTHER ANNOUNCEMENTS
- DISCUSSION ITEMS D. JANUARY 27TH SEATTLE DESIGN COMMISSION RETREAT AGENDA / CUBELL
- E. CONSULTANT SELECTION REPORTS / CUBELL
- F. CITY OF CHICAGO PROPOSED COMMISSION VISIT FEBRUARY 2 – 4 / WALLS
- G. SEATTLE CITY HALL UPDATE / SUNDBERG

010600.5 Project: **Light Rail Review Panel Concept Design Progress Report**
 Phase: Briefing
 Presenter: Cheryl Sizov, CityDesign
 Attendees: Peter Aylsworth, CityDesign
 Time: .5 hr. (SDC Ref. #DC00064)

The December 1999 Seattle Light Rail Review Panel (LRRP) Concept Design Progress Report is the second large report that the panel has generated. The Panel is producing a report at the end of each phase of design. Cheryl Sizov of CityDesign presented an overview of the report that included the following.

Timeframe:

Represents the Panel's review of the second phase of design for a Link between June and October 1999.

Format:

The report is set up similar to the first report; this time in four main sections:

- *The Locally Preferred Alignment (LPA)—stating the Panel's preferences and recommendations on Link alignment (this information was also submitted in letter form directly to the Sound Transit Board just prior to its vote on the LPA).*
- *Link Partnerships—addressing the importance of enlisting other partners of various kinds in the implementation of Link; listing the value added by partners, LRRP recommendations for approaches to partnerships, specific partnership opportunities, and ways LRRP can be a resource.*
- *Link Identity, Public Art, and Landscaping—addressing the most important system-wide elements, also includes comments on Sound Transit's Urban Design Guidelines (UDG).*
- *Review of Link Stations—station by station look at what was proposed and the Panel's response.*

Basis for Review:

All Panel comments refer back to the design principles adopted by the Panel last year.

- *Whether the system is being designed with foresight for future needs*
- *Whether it embodies sound planning and design principles*
- *How it contributes to the public realm*
- *How effectively public funds are being used to build it*

Some of the other issues include sustainability, conservation of historic resources, fit with context, and promotion of TOD.

The LPA:

Largely mirrors the "negotiated" LPA worked out between Sound Transit Board and key regional leaders, with minor exceptions.

Main points:

- *Ensure that Phase I works now and in the future.*
- *Make no irreversible decisions (with concern expressed about Convention Place station).*
- *Defer some investment for future phases.*
- *Preserve the integrity of the system for passengers—strong message about urban design and passenger amenities; using qualitative as well as quantitative criteria in all cost-cutting measures.*
- *Actively pursue partnerships*
- *Acknowledge commitments beyond project boundaries—most related to streetscape improvements.*

Link Partnerships:

- *Creating a rail "ecosystem"*
- *Take an entrepreneurial approach to partnerships, remain open to a variety of possible partners.*
- *Make quality land acquisitions, and time the holding or selling of property strategically.*
- *Contribution of urban design in creating and sustaining the value of Link and adjacent development*

- Long list of specific opportunities.
- LRRP as a resource.

Link Identity, Public Art, and Landscaping:

- Concerns over inconsistencies with design work and UDG and confusion over how UDG will be used.
- Commendation for good work by Start team, with comments on the Sketchbook proposals.
- Recommendation that Sound Transit hire a “system landscape architect” or, public art coordinator.
- Emphasis on incorporating maintenance into planning efforts NOW.

Review of Link Stations:

Station by station comments:

- Many instances where street design and streetscape improvements need to be coordinated beyond the project boundaries.
- Legibility for deep tunnel stations.
- Pedestrian connections in South Downtown.
- Appropriate and meaningful contextual responses; especially in SE/Beacon Hill where a great diversity of cultures exist.
- Coordination of multi-modal transportation hubs—McClellan in particular.
- SAP—not many comments! They are just now completing a series of reports on work done to date for Council review—this may then be part of LRRP’s next phase of review, but so far no real concerns about what is being proposed.

Next Steps:

- Schematic design review just beginning—we need to both formalize our comments for faster turn-around and open more informal dialogue with permitting staff, other projects—Great Streets and other partners etc. What logically falls to LRRP and what should staff lead on?
- Project permitting—need to come to an agreement with City permit reviewers, Sound Transit, City Council and the mayor as to what the standards or criteria for review will be.

Feedback:

Jon Layzer, Chair of the LRRP would like the Design Commission to consider several questions:

- Are we being strong enough in our comments and if not, what can we do differently? This can also be a question to lead into the longer term question about the longer-than-normal gap between “review” and implementation and how we ensure that Sound Transit lives up to critical implementation commitments—particularly for improvements that Sound Transit may not view as critical.
- The next phase of design review is absolutely critical; would the Design Commission like to play a different role in this next phase.
- Finally, regarding the issue of chair. Sizov would like the Design Commission to weigh in before LRRP revisits the issue. She is happy to continue as chair, though she doesn’t feel that she has done as much as others may have. She is also concerned about the continuing connection between the Panel and the Commissions, though excellent staff and consistent Commission representation seem to be the most important things. In any case, Sizov would like the Design Commission to weigh in. Others on the Panel may also be willing or interested in taking a more active role so Commissioners should consider what they would like to see.

Action: The Commission appreciates the presentation and will get back to LRRP staff on these questions after giving them some consideration.

010600.6 Project: **South Lake Union**
 Phase: Briefing
 Previous Review: 02 December 1999
 Presenter: David Blanchard, Heartland
 Gerald Hansmire, Makers
 Nathan Torgelson, Office of Economic Development
 Attendees: Bill Alves, Seattle City Council
 John Eskelin, Department of Neighborhoods
 Ethan Melone, Strategic Planning Office
 Ron Scharf, Seattle Transportation
 Karen Tsao, Executive Services Department
 Time: 1.25 hr. (SDC Ref. #DC00064)

For the past five months the South Lake Union Planning Committee and the City of Seattle have been working with the urban design consultant, MAKERS, and the land and real estate consulting firm, Heartland, to study the [four] City-owned properties located on three blocks directly south of Lake Union [between Valley and Mercer Streets and Fairview Avenue North and Westlake Avenue North]. The South Lake Union neighborhood plan has directed the City to look at redevelopment of these properties, which were acquired by the City in the 1960s for the now abandoned Bay Freeway project. The South Lake Union neighborhood plan recommends a series of spot transportation improvements to improve circulation in the area, rather than a grand transportation fix that would require use of these City properties.

The South Lake Union Planning Committee and the City worked with the consultants to analyze various redevelopment scenarios for the City properties assuming current zoning (Commercial 2 with a height limit of 40 feet) and the potential of allowing some uses at higher heights. The consultants also looked at redevelopment of the City properties only and the potential for full block development of the three blocks containing the City-owned properties.

The master plan for the South Lake Union Park is being updated. \$2 million in grants will be used to look at transportation improvements in the area and will draw upon the neighborhood plan as a guide. The City Council passed a Resolution at the end of 1999 that directs “the Director of the Executive Services Department to investigate development opportunities for surplus City-owned properties in the South Lake Union area; and outlining the City objectives in potential disposition of said properties.”

The City’s intent in the potential property disposition and subsequent redevelopment is to achieve these public objectives.

- a) to address the need for public parking for citizens using South Lake Union Park and the Maritime Heritage Center;
- b) to encourage development of uses that incorporate urban design, art, architecture, and construction of high quality, and that are compatible with and enhance south Lake Union Park and the neighborhood;
- c) to create an attractive “gateway” area into and out of Seattle along Valley and Mercer Streets, coming on and off of the I-5 ramps;
- d) to promote a safe and active pedestrian environment within the neighborhood, and between South Lake Union and the neighborhood;
- e) to enhance visual relationships in the park vicinity, especially in terms of view corridors between park, lake and neighborhood, and the street frontage on the south side of Valley Street as seen from the park;

- f) to encourage the location of cultural uses, the application of a percent for art on both the public and private portions of the South Lake Union property transaction and development;
- g) to increase the amount of public open space over what would likely result from a simple sale of the individual parcels;
- h) to encourage alternative forms of transportation including public transit;
- i) to promote site design and development, vehicular access and egress, and uses that minimize parking and traffic impacts in the area;
- j) to discourage the continuation or creation of surface parking lots;
- k) to optimize overall monetary return and tax revenues to the City while achieving public objectives for redevelopment of the properties;
- l) to promote the creation of family wage jobs;
- m) to encourage, to the extent feasible, affordable housing as part of mixed use development on the City properties in the three block area directly south of Lake Union or as part of any redevelopment or disposition of the six nearby surplus City properties described in Section 5;
- n) to promote the goals and policies of the Comprehensive Plan, including the Economic Development Element and specific industries mentioned; and
- o) to catalyze economic development and revitalization in the area, consistent with the South Lake Union neighborhood plan.

The City's consultants studied various development scenarios for the four City owned properties, the market for such uses, design guidelines and building configurations. Additionally, the site is difficult to access and 132,000 cars move around the area on a daily basis and the multiple street directions in the area also pose a challenge. Further, the neighborhood plan calls for a pedestrian bridge that would need to extend from the City properties to the park and the City Council has included a one percent for public art minimum as one of the public objectives for redevelopment of the City properties.

The project team is issuing a Request for Qualifications (RFQ) to potential developers on January 7th that will be due on January 22nd. The RFQ will ask the proponents to review six additional properties and to explore the 65-foot zoning height limits.

Discussion:

- Jaso:** I am concerned that the historic character of the area may be lost and wonder if there been any advocacy for expressing the memory of the existing historic buildings and retaining the quality of the Cascadia neighborhood?
- Hansmire:** We still need to consider how to integrate and maintain the character of the place.
- Mackie:** I encourage you to consider the entire transportation corridor from the exit of Interstate Five down to the Sculpture Park adjacent to the waterfront in your proposal.
- Moon:** Do you know what Vulcan is intending to do with the properties they have acquired?
- Hansmire:** They have hired Sasaki Associates to develop a plan, but we don't know what their intentions are. Regarding Burger King, Vulcan owns the property to the east but the chain has indicated that the South Lake Union store is one of their most popular locations so they may be reluctant to move.
- Jaso:** Are you remaining flexible enough to accommodate the unanticipated? What if a developer proposes something less than fully developing any of the sites? All of your scenarios seem to assume near maximum development.
- Hansmire:** Preservation of open space will be important. A TDR might be a possibility with this property disposition too.
- Action:** **The Commission appreciates the presentation and looks forward to future updates.**

010600.7 Project: **Radford Court - University of Washington**

Phase: Conceptual

Previous Review: 18 November 1999

Presenter: Hal Ferris, Lorig Associates
Vince Lyons, Department of Design Construction and Land Use

Attendees: Beverly Barnett, Seattle Transportation
Dana Dealy
Kirk Douglas, Neighborhood Resident
Mary Anne Fleck, Sand Point Community Liaison Committee Edge 'O Town
Eric Friedli, Department of Parks and Recreation
Andrew Hoyer, Mithun Partners
Burr Odell, Neighborhood Resident
Marilyn Senour, Seattle Transportation
Scott Streuli, Neighborhood Resident
Tracy Streuli, Neighborhood Resident
Ron van der Veen, Mithun Partners

Time: 1.5 hr. (SDC Ref. #DC00136)

The University offers student housing for married couples and their children in the housing complex [on North East Radford Drive] built in the 1940's. The University plans to redevelop the site, and the proposed street vacation will facilitate an increase in the number of housing units.

The site is located directly south of the former Sand Point Naval Air Station and Magnuson Park which also forms the eastern boundary of the site. To the south, the site is bounded by NE 61st Street and to the west by Sand Point Elementary School. The 24-acre site contains 70 multi-family structures built to serve the Sand Point Naval Air Station. The proposal includes a partial re-zone, replacement of the existing 234 units, an addition of 166 units for a total of 400 units and related parking.

Following a discussion with Seattle Transportation, the proposal requests street use permits for changes to North East 64th Street, North East 65th Street and 65th Avenue North East. The current proposal requests a vacation of Radford Drive to address several issues which can not be appropriately addressed through Street Use Permit or design departures. [The proposed vacation would allow the street to conform 100 percent to the guidelines for a private street.] Radford Drive will remain open to public traffic. The pedestrian access to be according to Design Review recommendations. The utilities will be located under the existing general easements. The proposal will also provide new bike paths and walkways connecting the Burke Gilman Trail, the Metro stop at Sand Point and North East 65th Street, the residential neighborhood to the south of North East 61st Street and the Promontory Point area of Magnuson Park on 65th Avenue North East.

Further, given the park like nature of the site, the project team would like to preserve the abundant natural trees in the area. They also worked with the Audubon Society to develop new and appropriate landscaping on the site. The team had previously proposed to abandon North East 64th Street but now proposes to maintain it along with North East Radford Drive as the primary entrance into the site. Additionally, the team addressed the public benefit component of the project in their design proposal by looking at issues of: *circulation and access; light, air, open space and view; land use; furthering adopted land use policies beyond what is possible without the vacation; provision of more housing units in residential areas; and benefits which accrue to the City and by extension, to the community at large by the act of vacation.*

The team also proposed new access streets that will enter the site from North East 65th Street. The new

roads will provide appropriate access for the Seattle Fire Department (SFD)—where Radford Drive did not—but the Department of Parks and Recreation (DOPAR) has expressed concern with the proposed street's adjacency to Magnuson Park off of North East 65th Street. DOPAR would like to establish the main entrance to Magnuson Park at the north east corner of the park site. Further, they prefer that the existing entrance to Radford Court be a one way street into the housing site so that it does not disrupt the park entrance. The proposed street design and parking layouts will affect a percentage of the existing trees but the open space will be retained. If the team were to increase the parking to match the density on the site, they would have to remove most of the existing trees. The "location of the parking is determined by whether the street is redeveloped to L-3 standards for public access or as a private access road." Further, the potential parking locations are constrained by the steep site topography.

At the team's third meeting with the Design Review Board (DRB), the DRB did not recognize a response to an approach toward underground parking and feels that they are straddling the fence between a street vacation and a public or private street. The DRB has also recommended more pedestrian crossings on the site.

Discussion:

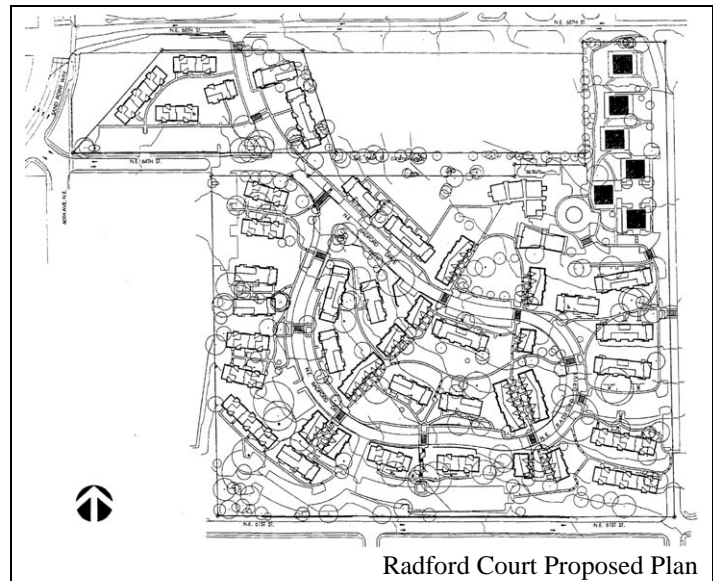
Streuli: The team's response to the issue of parking and efforts to minimize the presence of the automobile on the site includes moving a 100 car parking lot along North East 61st Street on the south side of the site. This will significantly impact the residents who live adjacent to the lot, as the parking area will be within the residents' view corridor and the noise from the automobiles will be highly disruptive.

Fleck: I am pleased to see that the team has maintained the barricade on 65th Street North East. It is a tremendous asset to the residents in the area.

Friedli: The Parks Department is not supportive of this scheme with multiple new access roads off of North East 65th Street which serves as the main point of entry to Magnuson Park. We would prefer a single new access road across from the south gate with a signal.

Girvin: I feel that the project team has justified the request for a vacation. They are asking for a vacation to design the roadway and parking elements more creatively and to maintain the existing vegetation. Some of the proposed amenities go a long way toward meeting a public and community benefit; the integration of the community center and the bicycle trail are encouraging. The team is going through an intensive Neighborhood Review process and I am confident that the important issues are being and will continue to be addressed. Also, due to the steep grade of the site, there are opportunities to provide buffered parking on the south side of the site.

Jaso: There is a good case to be made for an acoustical engineer and landscape architect to look at how the proposed site plan will mature. Regarding the parking situation, the sound from the parking area will filter up and this is a valid concern of the neighbors; because storage is a primary issue with family housing projects, perhaps there is a way to integrate



storage units inside a covered parking structure that could provide visual and aural buffers. Also, what is the average percentage of auto ownership by students?

Ferris: As transportation options become greater, the trend is to less cars per unit but we have to show what the market needs.

Jaso: Your site plan could evolve over time to work to reduce the parking areas in the vital areas and to recapture the green space. I assume you have considered a variety of parking options.

Ferris: The parking has been a challenge and we are working to reduce the total amount of asphalt.

Moon: The list of public benefits is long and I would like the Design Commission's comments to distinguish between the benefits to the public at large and those that would be enjoyed only by the Radford Court residents.

Cipriani: Access on North East 64th Street is dangerous and I would like to encourage the funneling of traffic to the existing intersection at North East 65th Street which is safe and signaled.

Barnett: I agree that in this proposal it is not clear that people are directed to use North East 65th Street. North East 64th Street is a public street and we have told the project team that it needs to remain as such.

Cipriani: I understand that we would not take access away from those who already have it on North East 64th Street but there is no sense in opening it up to another 200 plus units.

Cubell: There are major traffic loads on North East 65th Street that fluctuate seasonally and there are dangerous situations on this street that without a signal, will not be mitigated. It is important that new street access from North East 65th Street not create equally dangerous situations.

Action: **The Commission appreciates the presentation and makes the following comments and recommendations.**

- **The Commission thanks everyone for coming to the presentation;**
- **thanks the proponents for their thorough response to the Commission's previous concerns;**
- **supports the street vacation with the following conditions:**
 - **urges the team to reengineer the intersection at North East 64th Street and Sand Point Way and to resolve the design of the new streets off of North East 65th Street at Magnuson Park;**
 - **recognizes and supports the public benefits as: the bike trail at the edge and through the site; access to the natural habitat of Promontory Point at Magnuson Park across the street to this housing complex; the pedestrian trail through the site; the children's play area; and the community center which will be made available on occasion and as available to the public;**
 - **encourages the implementation of an appropriate visual and acoustical barrier on the south side of the site;**
 - **is emphatic that North East 64th not become another major arterial and recommends that a barrier be considered to ensure that North East 64th Street not be used as a point of egress and that North East 65th Street be considered the prime access to the site; and**
 - **strongly encourages the team to consider applying the Dutch design approach for the private drive that moves through the site.**